

USACE Craney Island Expansion Stakeholder Meeting Crumbley House, Norfolk, VA May 23, 2001

Questions, Issues and Concerns

- Could strip drains be used throughout Craney Island versus just on the levees? Run a cost/benefit analysis and provide some cost estimates
- More information? Provide input? <http://gisweb.nao.usace.army.mil/craneyee/>
- Off-site options are still on the table...
- We originally started looking at eastward expansion and now we're looking at north and west options...we need to explore ALL the options
- Option 5 - the area between the shore and westward expansion does not currently flush well - will it accumulate more sediment?
- The Model - what's its validity, accuracy and how successful/accurate have other forecasts been?
- What's the impact on sedimentation around the Naval piers? We already dredge this area annually...
- With an eastward expansion, what changes would you see? The model shows that impacts are minimal
- There needs to be more analysis re: impact on natural resources e.g.:
 - Migratory pathways
 - Fish, shellfish and crab migrations
 - Plunging front (oysters)
 - Benthic populations - loss of bottom populations on fisheries
 - Affects of whole ecosystem
 - Changes in salinity
 - Can there be positive impacts versus just mitigation? Can we make positive changes to enhance the environment?
 - Water quality
 - Loss of open water habitat
- Are there ways to enhance flushing, versus just mitigate harm?
- Environmental aspects should be incorporated in the design early on, as opposed to an afterthought e.g. deeper channel for environmental enhancement
- Comparing alternatives - different sizes of the footprints would affect the results. We took the biggest size footprint to identify the maximum impact/effects and practicality
- Northwest alternative was brought forward from an earlier study
- East has some physical barriers
- VIMS would like to partners with folks who currently measure effects so they can expand the model by assimilating measurement data e.g. Chesapeake Bay Observation System
- Digitized before/after dredging
- Other navigation projects in Norfolk Harbor:
 - Shipping companies are forming alliances and building bigger ships, carrying more cargo
 - The third crossing stands on its own engineering efforts, but it makes sense to leverage off their efforts
 - Want to be the hub port on the East Coast and be able to compete on fee structure with a 50-55' channel that can accommodate 200' wide, 1400' long cargo carriers - maybe even 60' draft
 - Commerce links the Peninsula and Southside with so many interrelated activities
- Affects of Liquid Gas Tankers? Safety Zones? Congestion? USCG is doing risk assessment. LPGs are not an impact
- What about an East AND West expansion?

- Why was the Eastward expansion re-handling basin eliminated? Corps operational issues, Port Authority needs, user operational issues, moving it vs. closing it.
- Marine terminal build out. Do we really need to fill in the re-handling basin? Consider the environmental impacts
- Are there better technologies to re-handle materials? We need the economies of scale...it would double or triple the costs
- We don't know the size footprint we need - we should know soon and then fine tune from the modeling study
- More sustained study of these issues e.g. work with VIMS/VDOT on third crossing
- Everyone here must contribute...be willing to step up and share in restoration costs/commitment
- Explore agency funding possibilities - all of our agencies can get more by focusing our limited resources e.g. grants, pilots, etc.
- Explore environmental enhancements e.g. open structures, rip rap protection/oyster reef, north marsh, purchase Cox property, enhance the benthic community, areas of low-flow to cultivate SAVs
- Be careful of what the desired state is. You may enhance one part of the system and effect another...know what the trade-offs/consequences
- Look for the win-win between economic AND environmental feasibility. Be novel. Think of ideas that enhance. We need to reorient our thinking process to fix past problems and make the environment even better.

A straw poll: Two alternatives you would like to see further hydrodynamic modeling

- East 28
- West 5
- North 2
- East/West 14
- Northeast 4
- Northwest 0

Timeline

- Doug Martin to put today's presentations and notes on website.
- Identify specific design questions/concerns/ideas within the next week...
- 2 alternatives will undergo further, more intensive Hydrodynamic modeling using real-time data from March-June 2000
 - Comment on design and results
 - Make comparisons
- June 2001 receive hydrodynamic modeling results
- July 9-13, Navigation simulation at Merchant Marine Academy
- 3 weeks - know what size footprint we need
- Fine tune different options to consider
- October - Stakeholder meeting to focus on the alternatives



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REPLY TO
ATTENTION OF:

April 25, 2001

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Dear Sir or Madam:

I would like to invite you to a stakeholders meeting scheduled for May 23, 2001. The agenda for the meeting will include updates of footprint expansion alternatives, in-flows and management plan, hydrodynamic modeling, NEPA, and simulation efforts.

The Virginia Port Authority will host this stakeholders meeting at the Crumbley House, located at Norfolk International Terminal, Norfolk, Virginia. The meeting will start at 9:00 a.m. and will conclude at 2:00 p.m. A working box lunch will be provided at no cost. **RSVP to Laura Harlow, Corps of Engineers, Norfolk District, by May 14, 2001.** Please provide any special dietary requests. You may contact Ms. Harlow by the following means:

Telephone: 757-441-7079
FAX: 757-441-7036
Email: Laura.M.Harlow@usace.army.mil

Our project web site is now available for viewing. The web address is <http://gisweb.nao.usace.army.mil/Craneyee>. Portions of the web site are still under construction.

Questions regarding this letter may be directed to me at 757-441-3538. Thank you for your interest in this important study. I look forward to your future participation in this effort.

Sincerely,

A handwritten signature in cursive script that reads "Doug Martin".

Doug Martin
Project Manager

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